

Notes on the History of Pottawattamie County (No. 10)

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with gray. In matters of dress, he is prone to negligence. Nevertheless, when occasion requires, he dons apparel the most becoming (eschewing, however, all such neck covering as ties or kerchiefs), and with ample folds of smooth white linen covering his broad chest, and his throat bronzed and hoarse from the suns and speeches of many political campaigns, when he ascends the stump and sends his voice, loud and clarion as the calliope, through acres of auditors, few have a more manly bearing than he. In manners, he is affable and pleasant, and, above all, he has a soul magnanimous enough to overlook a fault and forget an injury. In short, in some of his attributes he resembles Abraham Lincoln. By the people of Iowa, or by the central government, he may yet be recalled from the retirement he delights in to honors higher than he aspires to.

NOTES ON THE HISTORY OF POTTAWATTAMIE COUNTY.

BY D. C. BLOOMER.

(Continued from page 539.)

THE Pacific Railroad bill became a law on the 1st of July, 1862.

The following is the official communication from President Lincoln, explanatory of his order fixing the terminus of the Union Pacific Railroad:—

"To the Senate of the United States:—

"In compliance with a resolution of the senate of the 1st instant, respecting the points of commencement of the Union Pacific Railroad on the one hundredth degree of west longitude, and of the branch road from the western boundary of Iowa to the said one hundredth degree of longitude, I transmit the accompanying report from the secretary of the interior, containing the information called for.

"I deem it proper to add, that on the 17th day of November last, an executive order was made upon this subject, and delivered to the vice president of the Union Pacific Railroad Company, which fixed the point on the western boundary of the state of Iowa, from which the company should construct their branch road to the one hundredth degree of west longitude, and declared it to be *within the limits of the township, in Iowa, opposite the town of Omaha, in Nebraska*. Since then, the company has represented to me that, upon actual surveys made, it has determined upon the precise point of departure of their said branch road from the Missouri river, and located the same as described in the accompanying report of the secretary of the interior, which point is within limits designated in the order of November last; and, inasmuch as that order is not of record in any of the executive departments, and the company having desired a more definite one, I have made the order, of which a copy is herewith, and caused the same to be filed in the department of the interior.

✓
"ABRAHAM LINCOLN.

"*Executive Mansion, March 9, 1864.*"

OFFICIAL ORDER.

"I, Abraham Lincoln, president of the United States, do, upon the application of the said company, designate and establish such first above named point on the western boundary of the state of Iowa, east of, and opposite to, the line of section 10, in township 15, north of range 13, east of the sixth principal meridian, in the territory of Nebraska.

"Done at the city of Washington, this seventh day of March, in the year of our Lord one thousand eight hundred and sixty-four.

"ABRAHAM LINCOLN."

The point thus fixed is within the territorial limits of the city of Council Bluffs, and the Union Pacific Railroad Company were required, by act of congress of July 2, 1864, to construct, operate, and use their road as one continuous line. The work on the road was, however, necessarily commenced

on the western side of the Missouri river, but the intention to construct a bridge across it was early avowed, as in no other way could the road be operated as a continuous line from its starting or initial point in Iowa. Earnest discussions as to the precise point at which the bridge should be located were had among those interested in the subject. Three several points were proposed — two of them within the limits of the city, and one some four miles south of it, at Child's mill. The report of General Dodge, the chief engineer of the company, was in favor of the latter point, but, after a long and protracted discussion and examination, the location known as the Mississippi and Missouri Railroad crossing, was finally determined on. It is situated nearly due west of the business center of the city of Council Bluffs, and necessitated the construction of a high bridge, and, for both of these reasons, was generally favored by the people of this county. The decision was finally made by the directors of the Union Pacific Railroad, on the last day of March, 1868, and the announcement was made here on the second day of April. It produced general satisfaction on all sides, and in the evening a large meeting convened in front of the Pacific House, to manifest the joy of the people. A number of addresses by prominent citizens were made, and the meeting separated at a late hour. But this satisfactory solution had not been secured without a good deal of effort on the part of the citizens of Council Bluffs. A committee, consisting of J. T. Baldwin, Horace Everett, and Thomas Tostevin, had spent some days in New York, negotiating terms with the directors, and this committee had agreed to donate to the company bonds of the city to the amount of \$205,000, provided the bridge should be located at the point finally fixed upon, and, provided further, that the Union Pacific Railroad Company should erect, either on the north-west quarter of section 2, township 74, range 44, or the south-west quarter of section 35, township 75, range 44, or lands adjoining thereto, such suitable buildings for passenger and freight depots as said company may find

necessary; \$5,000 of said bonds to be issued for the purpose of procuring the right of way for the company through the city, and \$200,000 when said improvements were made. This proposition was tendered to the company on the 26th of March, 1868, and it very soon became a subject of earnest discussion whether or not it should be ratified by the city. The special election to decide this question was held on the 27th of July, 1868, at which 1,137 votes were cast, all of them being in the affirmative, except twenty-four. A copy of the resolution thus adopted, authorizing the issue of the bonds of the city, was laid before the board of directors of the company, and the two hundred thousand dollars in bonds, as voted, were formally accepted.

Immediately following the location of the bridge, one hundred and sixty acres were purchased, at three hundred dollars per acre, by parties interested in the Union Pacific Railroad, and making, with the lands previously secured by the same parties, a tract containing in all about one thousand two hundred acres, extending eastwardly two and a half miles from the Missouri river, and all within the limits of the city.

Late in the fall, the construction of the bridge was commenced by Mr. Boomer, of Chicago, General Smith being the superintendent in charge, on plans prepared by General Dodge, chief engineer of the Union Pacific Railroad. Immense iron tubes or cylinders, eight and one-half feet in diameter, soon began to make their appearance on the river bank, and the necessary machinery was set up for sinking these tubes to the solid rock, a distance of nearly seventy feet below the bed of the river. The work attracted great numbers of visitors, but its progress was quite slow during the following winter.

In July, the Council Bluffs and St. Joseph Railroad was completed to the latter city, thereby opening a continuous line of railroad both to St. Louis and Chicago. Although only six miles of this road are in Pottawattamie county, yet our people had contributed largely towards its construction,

and it has always been a favorite road with them. Its depot is in the southern part of the city.

July 30, General Grant, accompanied by Generals Sherman, Sheridan, and F. P. Blair, passed through the city. The party was conveyed in carriages from the river to the depot of the Council Bluffs and St. Joseph Railroad, at which latter point a large number of citizens assembled to greet them. On the 7th of September, Schuyler Colfax arrived on the Northwestern Railroad, and was received by a large assemblage at the depot, on Broadway, to whom he made a brief speech, and was afterwards introduced individually to many of the citizens.

No new school buildings were erected this year in Council Bluffs, but those already constructed were furnished with new and improved desks, yards enclosed, and outhouses erected. In July, Mr. Allen Armstrong was engaged to take charge of the schools as superintendent, and at the commencement of the school year a high school was opened under his supervision, in the eastern part of the city. The schools were carefully graded, and divided into four departments — to-wit, primary, intermediate, grammar, and high school — and a complete code of regulations for their government was adopted. Twelve teachers were employed in the schools this year, and the number of pupils enrolled was about nine hundred.

The political campaign of 1868 began early, and was exceedingly animated to its close. February 21st, a Grant club was organized, and the following officers elected: President, J. P. Williams; recording secretary, J. Lyman; corresponding secretary, L. W. Ross; treasurer, E. R. Downs. April 2d, a young men's democratic club was organized, with J. C. Turk, president; W. S. Williams, vice president; R. L. Montgomery, secretary; J. N. Casady, treasurer; D. Sheward, corresponding secretary. Frequent meetings of these organizations were held during the summer, and halls were rented and occupied for their use. Tanners clubs were organized late in the season by the republicans, and

✓ Rough and Ready clubs by the democrats. Torch-light processions through the streets were frequent when political speakers visited the city. September 16th, Palmer and ✓ Bryan held a joint discussion in the park, which was attended by an immense crowd. October 10th, both parties visited Omaha in full force, with their banners and torches, and joined in an immense procession through that city. October 22d, the republicans held their grand mass convention, which turned out to be a very successful affair. The procession and illuminations in the evening were very fine. A triumphal arch erected across Broadway was greatly admired. There was a big monitor with a large delegation of ✓ Tanners from Omaha on the grounds. October 31st, the democratic mass meeting was held, and was a very fair success. The number in attendance was large, but the slim prospect of success at the polls rather chilled the enthusiasm. This year the new registry law went into operation, and great efforts were made to secure a full and fair registration of the voters. The election was held November 4th, and the whole vote polled in the county was 2,163, of which ✓ Grant had 1,121, and ✓ Seymour 1,042; ✓ Palmer, republican candidate for congress, received 1,115, and ✓ Bryan 1,052. W. G. Crawford, for clerk, G. W. Haynes, for recorder, and H. H. ✓ Lyman, for superintendent of schools — all republicans — were elected by small majorities. After the result was known, the successful party held their usual jollification, when the Tanners made their last appearance.

✓ The pork-packing business was largely carried on in Council Bluffs this fall and winter. The largest establishment was owned by Messrs. J. W. Rose and ✓ Stewart & Haas, and the business was carried on by the latter firm. The number of hogs packed during the season was about one hundred and fifty thousand.

At the December term of the district court, Henry ✓ Rowell obtained a judgment against the city for \$8,000 for a broken leg, caused by falling into a cellar that was being excavated on a lot owned by George ✓ Schindle, during the preceding

year. It was charged that the city had been negligent in not placing proper guards at the excavation for the protection of citizens; and, although both the owner of the lot and the contractor for the erection of the building were made defendants with the city in the suit, the verdict was rendered against the city only, and was paid by a tax on the property holders.

Another case which excited a good deal of interest at the December term of the district court was that of James Milton, a negro, indicted for an attempt to commit a rape upon a young lady in good standing residing on Lower Broadway. Some person entered the room in which she was sleeping, but failed to accomplish his purpose, and, as soon as an alarm was given, escaped through the open window by which he had entered. A flash of lightning just then revealed his countenance, and it was this momentary flash alone upon which the prosecution relied for identifying the prisoner as the guilty party. He was defended with much zeal by William Mynster, a young lawyer then just commencing practice, and the jury brought in a verdict of "not guilty."

On Tuesday morning, December 29th, four buildings were destroyed by fire on Center street, in Council Bluffs. One of them was a dwelling house, occupied by Mr. Bennett, one a beer saloon, one a meat market, and the other an occupied building. The weather was quite cold, and a good deal of difficulty was occasioned by the freezing of the hose, and the animadversion upon the general management of the fire department was very severe. On the previous Saturday evening a soap and candle factory in the southern part of the city was also burned, the loss being about \$3,500.

January 4th, 1869, the board of supervisors convened in the new court house. The old members of the board were, Garner, Kapper, Smith, Stong, and Whipple; and the new members were: J. L. Felter, from James; John S. Goss, from Rockyford; J. W. Anderson, from Silver Creek; C. G. McIntosh, from Crescent; Jesse Wright, from Boomer;

and Josiah True, from Knox. Mr. Felter was elected chairman. Hardin Jones, county judge, filed his bond as county auditor, and appointed E. B. Bowman his deputy, who was qualified, and took his place as clerk of the board. On the third day of the session, Mr. Kapper, of Kane, resigned, and Wm. Groneweg, who had been elected at the October election, was sworn in as a member of the board. The board of poor directors made a report, showing an expenditure during the previous year for the support of the poor of \$4,447.75. To meet the outstanding indebtedness of this fund, county orders to the amount of \$5,000 were ordered to be issued, and \$6,000 to meet expenses until the next meeting of the board. All these orders were sold at fifty cents on the dollar for cash. The salary of the sheriff as jailor was fixed at \$1,500. The court house commissioner reported, showing an expenditure of \$9,463.23 for fitting up the court house and jail. The issue of court house bonds was ordered to be discontinued. H. H. Lyman resigned the office of county superintendent of schools, and George L. Jacobs was appointed in his place. The time of the board was largely taken up, at this and future sessions, with the laying out of roads and the construction of bridges. At the March session, the auditor was directed to place all railroad lands on the tax list.

James D. Test, a prominent and well known citizen of Council Bluffs, died in Chicago on the 25th of February. He was a man of a good deal of energy and public spirit, and possessed decided opinions on all subjects, which he freely expressed. He held the office of state senator for four years, from 1854 to 1858, and was a frequent attendant upon the democratic conventions, both state and national, to which party he belonged. His funeral, on the Sunday following his death, was in charge of the Odd Fellows, and was, up to that time at least, the largest ever witnessed in the city.

The first term of the new circuit court in Pottawattamie county commenced on the 8th of February, Hon. R. L.

Douglass presiding. The new judge gave careful attention to the probate business of the county, which had, under the old system, been very loosely administered, soon placing it in a condition of order and regularity hitherto sadly wanting. In other respects, the business of this court was ably conducted by the new judge.

On the night of the 27th of March, Calvin Bradway, an old resident of the county, aged about sixty years, was shot and instantly killed, in the house of Mr. Steadman, at Wheeler's Grove. He had been arrested that afternoon for some alleged offence, and was at the time being guarded by several young men. The shot was fired from the outside of the building, and the guilty party effected his escape. Bradway had for a long time been engaged in lawsuits with some of his neighbors, and, several years previous, had killed one of them, for which he was indicted, but escaped trial by enlisting in the army as a soldier. It was generally supposed that the fatal shot, which ended his life, was fired by the hands of some friend of his former victim.

The city election this year was held, for the first time, on the first Monday of April, a new ordinance having been passed fixing it on that day. It was conducted with a good deal of spirit, and resulted in the election of the following officers: Mayor, D. C. Bloomer; city recorder, T. A. Burke; treasurer, H. P. Warren; city marshal, J. C. Fargo; assessor, Thomas Allison; aldermen—J. B. Lewis, J. B. Atkins, J. T. Oliver, L. L. Spooner, John Huntington, and L. W. Babbitt. The other city officers this year, either elected by the council, or appointed with its consent, were: S. J. Hanna, city attorney; A. G. Furguson, city engineer; A. J. Bump, chief of police; E. Thornton and D. G. Spooner, supervisors. L. W. Ross was continued in charge of the revision of the city ordinances, and during the year the entire new code was adopted and published by the council.

The heavy rains during the months of June and July either entirely carried away or greatly injured nearly all the bridges in the city. They also led to several lawsuits

against the city for damages caused by the overflow of the creek, three of which were tried during the year, but in each of them the city was successful, or escaped with the payment of only a small amount of damages and costs.

In another lawsuit, the city was not so lucky. This was the famous Collins suit, in which Mrs. Collins claimed \$15,000 damages for a broken thigh, caused, as she alleged, by a fall on an icy sidewalk, in the winter of 1858. The case was tried in June, on a change of venue, in Mills county, and the whole amount claimed, *fifteen thousand dollars*, was awarded to her, greatly to the astonishment of the taxpayers of Council Bluffs. The case was twice before the supreme court, but all efforts to procure a new trial failed, although the court, on a re-hearing, reduced the amount to \$10,000, and the claim has finally, this spring (1873), been paid by the issue of city bonds to the amount of \$13,165. These have twenty years to run, and draw ten per cent interest; so that, by the time they are fully paid, the affair will have cost the city fully *forty thousand dollars*!

The trouble caused by the high water in the creek led to a proposition for fluming it from Benton to Center street, but, on being submitted to the people at a special election held in October, it was defeated.

On the first of September, a statement of the financial auditor of the city was published, from which it appeared that the total indebtedness was \$108,686.33, of which amount \$78,000 was bonded, and the balance consisted of outstanding warrants on the city treasury, and unpaid coupons.

The expenditures this year were quite large. Streets were opened, improved, and furnished with sidewalks to all the railroad depots, the bridges rebuilt, and much other necessary work performed.

The mayor and police officers undertook, this year, to enforce the law closing saloons on Sunday, and other city ordinances for the proper observance of that day. They were reasonably successful, but the effort aroused a deep

feeling of animosity on the part of many influential parties. Council Bluffs had by this time acquired a large German population, who were very unwilling to give up their social customs on this or any other day. Their beer gardens and other places of resort are, however, the least objectionable of the various modes in which Sunday desecration manifests itself, inasmuch as they are almost always marked by great order and the least possible interference with the rights of others.

On the 9th of May, W. W. Maynard retired from the Council Bluffs post office, after having held the position for eight years, and was succeeded by Thomas P. Treynor. The latter immediately removed the office from its old site, on Broadway, to the new brick block on Main street, where it is still located. Frank Street, register of the land office, was succeeded by Mr. Sylvester Dodge about the same time. Colonel Wm. F. Sapp received the appointment of United States district attorney for Iowa. J. W. Chapman was assessor, and Joseph Lyman collector of internal revenue in this county at this time.

May 12th, 1869, was a gala day in Council Bluffs. It was the occasion of two important events in its history, viz: the arrival of the first train of cars over the Chicago, Rock Island, and Pacific Railroad, and the laying of the cornerstone of the new and magnificent hotel, since known as the Ogden House. The whole population turned out to welcome the arrival of the cars over the new railroad. The procession that marched to the depot was preceded by a band of music, followed by the city officials, the entire fire department, masonic fraternity in full regalia, battery of flying artillery, forty wagons of the Missouri River Transportation Company, and a large number of citizens on foot and in carriages. As the cars arrived at the point of connection with the other roads, they were received with music, firing of cannon, and shouts of welcome from the people, mingled with the shrill whistles of the locomotives on the Northwestern and on the St. Joseph railroads. The officers

of the company and employees were formally welcomed to the city by the mayor, which was responded to, on behalf of the company, by Hon. Caleb Baldwin.

The procession was then, after mutual congratulations, reformed, and, with the railroad officers, proceeded to Broadway. Here, the fire companies and fraternities assembled around the spot designated as the resting place of the corner-stone of the hotel, when the workmen removed the stone, weighing three tons, and the proprietors, Messrs. Baughn, Hammer, and Garner, deposited in a tin box a large number of coins of this and other countries, among them two received by Mr. J. M. Derland twenty-five years ago, in Cuba, the history of Council Bluffs and of Pottawattamie county, the history of the hotel, and a list of those donating the *bonus*, a list of state, county, and city officers, fractional currency, and the other present paper currency of the country, together with copies of each of the three newspapers published in the city, of current dates. The mayor then said:—

“We have now laid the corner-stone of a magnificent hotel, to be erected on these grounds. Its size will be one hundred and twenty feet on Broadway by one hundred and fourteen feet on Market street, and four stories in height. The first story will be occupied for stores, but the entire remainder of the building will be occupied for hotel purposes. The plans have all been drawn up, and the edifice will be erected under the immediate supervision of Mr. A. A. Cook, an intelligent architect of this city. Its proprietors are Charles Baughn, John Hammer, and William Garner, three of our most respected and enterprising citizens. When completed, this hotel will be one of the largest, and in all respects the most complete in all its arrangements of any hotel building west of the Mississippi river. In architectural display and perfect adaptedness in all its parts for hotel purposes, it will be second to none in the country. I deem it a fortunate circumstance that its corner-stone is laid on the same day that marks the completion of another great

line of railroad to our city. Each will contribute largely to our growth and prosperity. I am sure that we all must earnestly hope that the public spirit and enterprise of the builders of this great hotel will be richly rewarded."

In conclusion, the mayor declared "this corner-stone well and firmly laid."

In the evening there was a brilliant illumination of the city. All the public buildings, and a great many of the business houses and private dwellings, presented a blazing flood of lights, and the whole population rent the air with cheers and huzzas. Addresses were delivered by B. F. Montgomery, J. W. Chapman, and Wm. Mynster.

The railroad thus happily completed was one of the first projected in the state, and in 1857 bonds in aid of its construction to the amount of \$300,000 were voted by Pottawattamie county, but only \$35,000 of this amount were ever actually used. It enters the county near its northeastern corner, running thence west to the Nishnabothna river. It then curves northward into Shelby county, but soon bends southward again, striking the valley of Musketo creek, which it follows until it reaches the Missouri bottom. It then curves northwardly for the distance of about a mile and a half, and reaches its depot, near the center of Riddle's sub-division, in the southern part of the city. When first built, the road passed through a comparatively unsettled country, but it is now, along a large portion of the way, lined on either side by cultivated farms.

The *Council Bluffs Post* was established in May of this year. It was edited and conducted in German by S. Mader, and was issued weekly. Two German papers had previously been published here for short periods. One of these was the *Council Bluffs Presse*, started in 1867, by Wenbone & Worden, which continued for about a year; the other was the *Beobachter am Missouri*, published in 1868, by Herman Wagner.

In January of this year, Mr. John W. Chapman retired from the *Nonpareil*, and his place was taken by John M.

Brainard, formerly of the *Story County Ægis*. Later in the year John H. Keatly became connected with the editorial department of the paper, which continued to be issued daily and weekly by the *Nonpareil* Printing Company.

At the June term of the district court, an important case was decided, relating to the liabilities of the sureties of Charles Cook and C. H. Street for moneys received by them as deputy collectors of taxes for the city, for the years 1864, 1865, and 1866. During these three years A. J. Bump was city marshal, and it was his duty, as such, to collect the taxes for the city. Cook and Street were his deputies, appointed by him, approved by the council, and gave their bonds directly to the city. On settling up their accounts, it was found that a balance was due from them to the city of \$9,514.18. There being some question, under the state of facts existing, whether the marshal himself was liable for this amount, early in May suits were commenced, in the name of the city, against Cook and Street, and their sureties, for the moneys appearing to be due from them; but the court, Judge Day presiding, decided, on demurrer, that, as more than three years had elapsed since the liability occurred, neither the principals nor their sureties were liable on their bonds. No further efforts to collect the claim were ever made.

On Sunday, August 8th, quite a sensation was caused in the city, by the arrest of Mr. Ezra Martin, on a charge of passing counterfeit money, several years previous, in the state of Ohio. Mr. Martin was well known as the landlord, until within a few months before, of the *Pacific House*. He was hurried away by the officials within an hour after the arrest was made, almost without giving him an opportunity to visit his family. He was absent, however, but a few weeks, having been found guiltless, by the proper officials in Ohio, of the charge made against him, and he has since continued to reside here, enjoying, to a large extent, the confidence of the community.

This year Council Bluffs enjoyed the luxury of at least

two other sensations. One of these was the mania for velocipedes, which first made their appearance in April, but rapidly increased during the summer, until the streets of the city were well filled with them. A rink, in which the art of riding them was taught, was established on the corner of Vine and Market streets, and every young man who could command the time and the means was ambitious to excel in this new phase of locomotion.

The other new thing that gained great popularity was base ball. It ran like wild fire over the whole country, and of course we could not escape. Numerous clubs were formed, and a great deal of time spent in perfecting the members in the exciting game. Visits were made to and received from similar associations in other towns, and victory or defeat was watched and announced on the occasion of these meetings with as much interest as great events in the history of the times often command.

At the annual school election in Council Bluffs, in March, the old members of the school board were re elected, together with J. F. Evans, director. A tax of five mills was voted for the erection of additional school houses, and a resolution was also passed to borrow \$25,000 for the erection of a high school building on the school lot in Glendale addition. This last resolution having been declared informal, a special meeting of the electors of the district (city) was called, and an election held on the 6th day of July, at which it was voted to authorize the school board to borrow \$30,000, for the erection of a high school building, on bonds payable in ten years, bearing interest at the rate of ten per cent per annum. During the summer and fall, two large school rooms were added to the second ward school house, increasing the capacity of the building to three hundred pupils. In September these rooms were occupied by the high school. The cost of the enlargement was \$5,639. The Center street school house was also erected this season. The lots cost \$2,000, and the building \$6,200. It contains four school rooms, and seats for two hundred pupils.

Work on grading the school lot was commenced in August. An elevated bluff was graded down about thirty feet, at a cost of \$7,000, and a fine plateau, about two hundred feet square, commanding a view of the whole city and surrounding country, was prepared for the site of the new building. Access to it was provided for by the establishment, by the city council, of a new street, called High School Avenue, running across the bluff, and rendering the approaches from all parts of the city easy and convenient.

The schools of the whole county showed a decided improvement this year. Mr. George L. Jacobs, who entered upon his duties in January, gave his entire time to the promotion of their efficiency, traveling for that purpose, frequently on foot, from district to district. The number of pupils in attendance on all the schools in the county was reported at 1,959; number of teachers employed, 94; number of brick school houses, 24; stone, 2; wood, 33; log, 2; total value of same, \$110,565. The teachers' institute, held in November, was well attended, and the standard of qualification of teachers was decidedly on the increase.

Odd Fellowship was quite prosperous in Council Bluffs. On the 13th of May, Council Bluffs Lodge, No. 49, moved into a new hall which had been fitted up for its use, in the third story of the fine brick building erected by Officer & Pusey, on the corner of Broadway and Main streets. It was very handsomely furnished, and on the 1st of July, in the presence of a large concourse of ladies and gentlemen, was dedicated to the great purposes of the order. In the evening of the same day, a public installation of officers was held in Bloom's Hall — Grand Master Sharp presiding on both occasions. In October two additional lodges were organized — one of them, Humboldt, No. 174, working in the German language, and the other, Hawkeye, No. 184, in the English language. The charter of Twin Brothers Encampment was dated on the 20th of October, 1869, and it was duly organized soon after.

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